

Advertising is to business what steam power is to machinery—the grand motive power. —MACARTHY.

THE ATHENA PRESS.

There is but one way of obtaining business publicity, but one way of obtaining public attention—advertising. —BLACKWOOD.

VOLUME 7.

ATHENA, UMATILLA COUNTY, OREGON, DECEMBER 8 1893.

NUMBER 4

As old as the hills and never excelled. "Tried and proven" is the verdict of millions. Simmons Liver Regulator is the only Liver and Kidney medicine to which you can pin your faith for a cure. A mild laxative, and purely vegetable, acting directly on the Liver and Kidneys. Try it. Sold by all Druggists in Liquid, or in Powder to be taken dry or made into tea.

Better Than Pills

A Chance of a **Life Time,**

— TO —

GET A HOME, AND FARM.

I have 1250 acres of excellent wheat land, located in the Helix country, and 480 acres North of Athena, which I will sell and allow the purchaser to pay for the same

IN WHEAT

— AT —

50 cts Per Bushel

All the land is well improved, has good houses and plenty of water. Will sell in tracts to suit purchaser. If you desire to secure a good farm, call and see me. I will make terms to suit you.

I am not in the Real Estate Business; it is individual property that I wish to dispose of, and I also have some choice residence property in Athena, which I will sell very reasonable.

FOR FULL PARTICULARS CALL ON OR ADDRESS,

J. W. SMITH,
Athena, Oregon.

POWDER

Best Perfect Made.

Ferguson's present dent.

If you of sorts, Simmons

For Gang and walking plows, harrows and seeders the C. A. Barrett Co., will give you special bargains for the next 60 days.

SIMMONS LIVER REGULATOR

Better Than Pills

The King of Liver Medicines.

"I have used your Simmons Liver Regulator and can conscientiously say it is the king of all liver medicines. I consider it a medicine chest in itself.—GEO. W. JACKSON, Tacoma, Washington.

EVERY PACKAGE HAS THE Z STAMP IN RED ON WRAPPERS

The Mills.

Mail closes for Pendleton, Portland, and all points east, except the Dakotas, Minnesota and Wisconsin, at 5 p. m.

For Walla Walla, Spokane and North Pacific points at 7 p. m.

Mail arrives from Pendleton, Portland and the east at 7:45 a. m.

From Walla Walla, Spokane and North Pacific points at 8 p. m.

Office hours—General delivery open from 8 a. m. to 8 p. m. Sundays, 8 to 11 a. m. Money order window open from 10 a. m. to 4 p. m.

GEO. HANSELL, Postmaster.

LODGE DIRECTORY

A. F. & M. NO. 80 MEETS THE First and Third Saturday Evenings of each month. Visiting brethren cordially invited to visit the lodge.

I. O. O. F. NO. 73, MEETS EVERY Friday night. Visiting Odd Fellows in good standing always welcome.

A. O. U. W. NO. 104, MEETS THE Second and Fourth Saturdays of month. L. A. Githens, Recorder.

PYTHIAN, NO. 29, MEETS EVERY Thursday Night.

PROFESSIONAL CARDS.

F. S. SHARP,
Physician and Surgeon.
Calls promptly answered. Office on Third Street, Athena, Oregon.

DR. JOSEPH J. BILL,
Graduate M. E. C. V. S. London, England.
VETERINARY SURGEON.
Office at Froome's Stable, Athena, Oregon.

D. R. L. N. RICHARDSON,
OPERATIVE PROSTHETIC DENTIST.
ATHENA, OREGON.

W. & C. R. Ry. Co.

in connection with
NORTHERN PACIFIC R. R.

—Forms the—
QUICKEST AND BEST ROUTE

Between Eastern Oregon and Ashington and Puget sound, Points, as well as the Popular and direct Line to all

Points East & Southeast
Pullman Sleeping Cars.
Superb Dining Cars.
Free 2d-Class Sleepers.

ROUGH TO CHICAGO VIA THIS LINE

Passenger trains of this Company are running regularly between

Dayton, Waitsburg, Walla Walla, Wash, and Pendleton, Oregon.

Making close connections at Hunt's Junction with Northern Pacific trains for Tacoma, Seattle, Victoria, B. C., Ellensburg, North Yakima, Pasco, Sprague, Cheney, Davenport, Spokane, Butte, Helena, St. Paul and Minneapolis.

AND ALL POINTS EAST.

TOURISTS-SLEEPING-CARS.

For Accommodation of Second-Class Passenger Attached to Express Trains.

W. F. WAMBLEY,
Gen'l Fr't and Pass. Agt., Walla Walla Wash
W. D. TYLER,
Pres. and Gen'l Manager.
J. A. MUIRHEAD,
Agent Athena, Oregon.

PROF. J. S. HENRY,
INSTRUCTOR
—ON—
PIANO AND ORGAN

Will be in Athena on Thursday's and Wednesdays of each week hereafter. Leave order with F. Rosenzweig, at C. W. Hollis' Athena.

OPIUM FROM CANADA.

Smugglers Working the Drug Across the Border Line.

In Spite of Government Precautions a Very Large Amount of the Narcotic is Secretly Brought Across.

A prominent Boston physician says that it would startle the people of Boston generally were it known to what great extent the use of opium had already gone in this city; not only among the Chinese, for it has been understood that this class of the population use the drug, but among the white residents. The physicians of this city have fought vehemently against the use of opiates to quiet children, and they have accomplished something in that direction; but it is still evident that a far larger quantity of opium is used in this city than is accounted for in the druggists' statements of sales. Says the Boston Advertiser: "More than one Boston physician could, if the principles of their profession allowed, give some grave facts regarding the ruin wrought by the drug in Boston homes. Now and then the police make a raid on some opium room, but their efforts have not succeeded in checking the use of opium to any extent. A special agent of the treasury said lately, in reply to some questions in this connection, that opium smuggling was carried on across the Canadian border to-day in spite of the arrest of so many gangs of smugglers in the past. The stuff can be bought for \$6 a pound in Montreal and can be sold here at \$10 or more per pound, according to its quality. The drug is easily carried in large weight, and one man can carry from twenty-five to fifty pounds and can escape detection. The trade of smuggling opium is, of course, a very profitable one, and as the smugglers have about one thousand two hundred miles of border over which they can cross they have a good opportunity to do business without being caught. The favorite method of the smugglers is to take the train from Montreal to a way station not far from the boundary, and to cross the line in carriage to some small station on the American side. In this way they escape the search of the regular customs officers whose duty it is to examine the luggage of railroad passengers at the boundary. Some smuggling is also done by hiding the opium in bulky packages of freight. At best the great increase in the use of opium in this section it is a matter of some interest that the Canadian government is at last considering the plan of putting a watch on the opium refineries in the dominion, practically compelling the refineries to carry on their work in bond under government inspection. If this should be done a prompt check would be put upon the smugglers and it would no longer be easy to get opium so cheaply in Boston. The great increase in price would serve to close up some of the opium joints, and would probably put a check upon the growth of the opium habit."

A DIFFICULT FEAT.

Sailing a Locomotive That Had Been Plunged Into a Muddy River.

On August 10 last, says the San Francisco Call, a locomotive went through a big ferryboat and plunged pilot first into the water of Carquinez straits, the tender and cars remaining on the ferryboat. The water was deep enough to cover the cab, but not enough to let the boat out of the slip. The locomotive stood practically vertical, and its nose was deep in the mud. On the night of the 15th a large pair of shears made of twelve by twelve inch timbers crossed at the top, was built up on the end of the boat and some large pulleys hung where the timbers crossed. Then a diver spent several hours in fastening a number of cables on either side of the frame under the boiler. Four engines were attached to the ropes, but could not start the locomotive, although the strain was so great that a cable nearly three inches in diameter was broken. Finding the appliances of insufficient strength, the shears were doubled in size, and a fifth engine taken on board.

On the 17th another trial was made. It was hard to get the engines to pull exactly together, and as their wheels would slip and revolve the cables would snap and the tackle generally would be badly strained. Finally a simultaneous pull started the mass and the cab slowly appeared above the water, and the engine was gradually lifted until somewhat higher than the floor of the ferry boat. Tackle from a steam dredger stationed in front of the slip was then attached to the forward end of the locomotive, which was pulled out in this way. The shears were then swung slowly backward over the deck of the ferry, and the engine gradually lowered to the tracks it had left. When it was hauled to the neighboring roundhouse and the mud washed off it was found that but little damage had been done beyond the splintering of the cab by the cables.

LOST ATLANTIS NOT A MYTH.

A Toronto Professor Believes It Was the American Continent.

Ignatius Donnelly finds a supporter of his Atlantis theory in Sir Daniel Wilson, president of the University of Toronto, who declares, after a great deal of search, that the lost Atlantis was not a myth, but that it was really the continent of America. He accounts for its disappearance from view in a different way, but that is merely incidental. Donnelly's theory, as summarized by the Milwaukee Journal, was that the land was submerged by some great volcanic upheaval, and that from those who escaped in the continents of Europe and Asia came the tradition of the deluge. Sir Daniel rejects this explanation as being disproved by the fact that there are no traces of such volcanic action either on the continent or in the ocean bed. He believes that the ancient Egyptians, the most progressive and adventurous people of ancient times, discovered the continent, but that in the decline both of their learning and power it became lost to view and existed at the time our knowledge of Egypt begins merely as a shadowy tradition.

It is his opinion that traces of the Egyptians of those days are to be sought in the ruined cities of Central America, whose origin has never been determined or even been made the basis of any reasonable theory. Such a discovery would furnish a substantial basis for the legend of the lost Atlantis and the theory invests those wonderful ruins with a new interest for the antiquarians.

SCENES AT THE SEA'S BOTTOM.

A Tutor at the Paris University Succeeds in Taking Submarine Photographs.

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An Old Orchard.

In 1794 Joshua Pine settled on a farm near Walton, N. Y., and planted a fine orchard. Although it was nearly ninety-nine years ago when the trees were first planted, they do not show much signs of their great age, and a number of the trees are yet vigorous, giving promise of many years of life and fruitage. The largest measures 117 1/4 inches in circumference, the next largest 106 inches, and another 102 inches, all of which are bearing a good crop of fruit this year.

OUR PROGRESS AT SEA.

American Ship Builders Make the Best of Shipyards.

General Ignorance of the People Concerning Achievements in Building Fast Ocean Steamers—Foreigners Astonished.

There is a serious side to our continued yachting triumphs, in importance transcending far the sporting world, says the Boston Transcript. Some time ago Emperor William was quoted as saying that in building up the German navy he would look to the United States hereafter. Whether the emperor said this or not, the fact that it is attributed to him in Europe demonstrates that the revival of American skill in shipbuilding is attracting attention abroad. We should not be surprised at learning that it is attracting more attention abroad than it is at home. American enterprise has looked inward from the seaboard so long that it has but recently accustomed itself to the idea of looking seaward. That it is waking up to the possibility of reaping the harvest of the deep seas many signs betoken. Thoughtful Americans have for years seen the folly of abandoning the foreign deep sea carrying trade to foreign steamers. They have grown weary of figuring up the millions that go to foreigners for freight money on American goods. But the masses of our people have been too busy, have made money too easily on shore, to think of turning their thoughts seaward, to appreciate the extent of the demands of freight money, or even to realize the progress of the country in shipbuilding, much less the possibilities of development of our money-making power on the seas.

How few are the people who realize all that is meant by the statement that a newly-launched cruiser has made twenty knots on her trial trip! There are not many who know that a twenty-knot ship was ten years ago a mechanical impossibility in this country. Of the materials entering into the construction of such a vessel there were in this country in 1883 only the ingenuity and the ore. Since that time the steel-plate industry and numerous allied businesses have been built up to build the ship. England looked with amusement on the undertaking of the United States to build flyers. It said that the Americans were clever people, but they had built no fast steamers, and they had so much to learn that they would never catch up with Europe; the Americans might turn out some vessels only a little less fast than those launched from the European yards, but they would not equal the latter. Now the tone of English comment has changed. The London Engineer, a high authority, tells Englishmen that even if the present congress should pass a free-ship bill, its benefit to English shippers would be exceedingly limited. A few Clyde-built flyers might be bought by Americans and put on American registers to form the nucleus of a fast ocean service; but that would be all. Its reasons for this belief are not only the American preference to wait until improvement of processes has offset the difference in cost between the two countries, but the extension of our ship-building plants. Some of these establishments, it declares, "are almost as well able to build ships as ourselves, and the 'almost' may be omitted in regard to two of them." The great plant at Newport News especially moves its admiration for its completeness, area and appliances, and it says of the Cramps that the cruiser built by them would do no discredit to Elswick, Fairfield or Clydebank.

Animal Food in Japan.

There are still many people, especially in the interior parts of Japan, who have never tasted any animal food in their lives and look upon it with horror, while a great many conservative women do not touch it even at the present day.

Moreover, animal food is expensive in Japan and is therefore considered a luxury which is quite out of the reach of the poor. During the whole year of 1892 only 57,711 bulls and cows were killed in Japan to supply meat for 40,000,000 people, and it is worthy of note that there were 1,021,503 bulls and cows in the country during that year, while the number of the slaughtered probably included many animals which were not slain for supplying human food.

UNCLE SAM FURNISHES FORTY-ONE PER CENT OF THE WORLD'S SILVER.

In Europe there are 515,400 tons; in the United States, 168,000.

Three hundred and sixty mountains in the United States are over ten thousand feet high.

All the glaciers in the Alps would not equal one of the largest in the territory of Alaska.

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JOHN CUMMING,
WESTON, OREGON,
HAS THE LARGEST
AND BEST SELECTED STOCK
OF GENERAL MERCHANDISE IN THE COUNTY.

New Goods for Fall Trade, Arriving Daily.

And they will be sold at the very lowest figures.

FOLLOWING ARE SAMPLE PRICES:
10 PER CENT. DISCOUNT FOR CASH PURCHASES!

Dry Granulated Sugar, 12 pounds for \$1.00 or \$7.50 per sack.
Extra C Sugar, 10 " " " 7.00 per sack.

10 PER CENT. DISCOUNT, FOR CASH.

Choice Oregon Cured Bacon, Shoulders, 12c; Sides, 10c; Hams, 8c; etc. 15.
Best Quality Lard, in 10 lb cans, \$1.75

10 PER CENT. DISCOUNT, FOR CASH.

Comforts, \$1.25 each and upward. Blankets, \$1.50 per pair and upward. Stables, 50c per pair. Ladies wool hose, 25c per pair, men's wool underwear, 10c each, \$1.00 each.

10 PER CENT. DISCOUNT, FOR CASH.

AND EVERYTHING ELSE AT PROPORTIONATELY LOW PRICES. COME, SEE FOR YOURSELVES.

JOHN CUMMING, Weston, Oregon.